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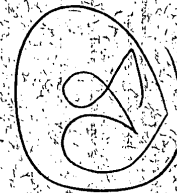


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imagery analysis report

Major Expansion of Possible  
Aircraft Fabrication/Assembly-  
Related Facilities Near Panghyon  
North Korea (S)



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## MAJOR EXPANSION OF POSSIBLE AIRCRAFT FABRICATION/ASSEMBLY-RELATED FACILITIES NEAR PANGHYON, NORTH KOREA (S)

### INTRODUCTION

1. (S/WN) A significant amount of new construction has been underway at three aircraft-related facilities in the vicinity of Panghyon, North Korea, since [REDACTED] Figure 1). Construction (including newly emplaced footings) has been identified at Panghyon-Nodongjagu Fabrication/Assembly Plant [REDACTED] 19,143 square meters), Panghyon Airfield [REDACTED] 23,755 square meters), and Panghyon Airfield Repair Base Partially Underground [REDACTED] 5,503 square meters) for a combined total of 48,401 square meters of new floorspace. The purpose of this new construction is unknown; however, the simultaneous start of construction at three aircraft-related facilities indicates that all three facilities may be involved in the commencement or expansion of a common program, such as aircraft assembly, production, or repair.

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### DISCUSSION

#### Panghyon-Nodongjagu Fabrication/Assembly Plant

2. (S/WN) Construction of this fabrication/assembly plant was first seen in December 1973, when footings for two fabrication/assembly buildings were observed. The first of these buildings appeared to have been externally completed by November 1974; however, the second building was not complete until 1981. Construction of four medium-sized buildings, totaling 4,989 square meters of floorspace, was identified in November 1981. Further construction was observed in January 1982, when footings for an additional 14,154 square meters of floorspace and three large bivouac areas (probably for construction personnel) were identified. This new construction (Figure 2) will increase the total production floorspace at this plant to at least 26,940 square meters.

#### Panghyon Airfield

3. (S [REDACTED]) At least seven major buildings, totaling 23,755 square meters of floorspace, were in the early stages of construction adjacent to the rail sidings at Panghyon Airfield (Figure 3). The spacing and patterns of the footings indicate that at least five of the buildings will be machine, fabrication, or subassembly buildings. This airfield is connected by rail to Panghyon Airfield Repair Base Partially Underground (PUG) and is the flyaway field for aircraft returning to their home bases after maintenance or repair. In addition, this airfield supports flight operations for a FAGOT regiment and an independent helicopter regiment. HOPLITE helicopters imported from Poland were assembled at this airfield in 1980.<sup>1</sup>

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#### Panghyon Airfield Repair Base PUG

4. (S/WN) This base is the major North Korean repair facility for all helicopters and jet aircraft except FARMER and BEAGLE. Maintenance on those aircraft is performed at their home bases. HIP, HOUND, and HOPLITE helicopters have been observed on the parking apron near the tunnel entrance to the underground repair facilities. Two new machine/fabrication or maintenance buildings and one new administration/support building, together totaling 5,503 square meters of floorspace, were identified in November 1981 (Figure 4). No new construction has been observed since that time.

### IMAGERY ANALYST'S COMMENTS

5. (S [REDACTED]) As stated in the Introduction, the purpose of this construction is unknown. However, there is a strong possibility that the construction at Panghyon-Nodongjagu Fabrication/Assembly Plant is intended for aircraft production. This is indicated by the large amount of floorspace that would be available upon completion of the construction. Although the plant could be used for aircraft maintenance, repair, or modification, the additional floorspace resulting from this construction will far exceed that which would probably be required for these functions. Furthermore, this activity has been performed at Panghyon Airfield Repair Base PUG, where in addition to jet fighter and helicopter repair, HOUND helicopters have probably been modified by adding wings to mount stores or weapons. [REDACTED]

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6. (S/WN) The plant will probably be used for helicopter assembly or production. Helicopters have been the only aircraft seen at the fabrication/assembly plant since construction started in 1973. Two helicopter pads and a HOPLITE helicopter were observed near the single fabrication/assembly building in August 1978. At that time, the operational facilities at the plant were sufficient for airframe assembly, but key facilities required for helicopter production, such as a rotor test cage and engine/rotor runup facilities, were not identified at the plant. HOPLITE helicopters have been seen regularly on the two helicopter pads since 1978. With the use of the nearby repair facility and airfield for component manufacture and flight support, this plant could be used for the assembly or production of helicopters. Helicopters are the only segment of the North Korean air order-of-battle which is not numerically superior to that of South Korea. Because of this imbalance (approximately 340 versus 90), the North Koreans may be intending to increase their inventory of helicopters.

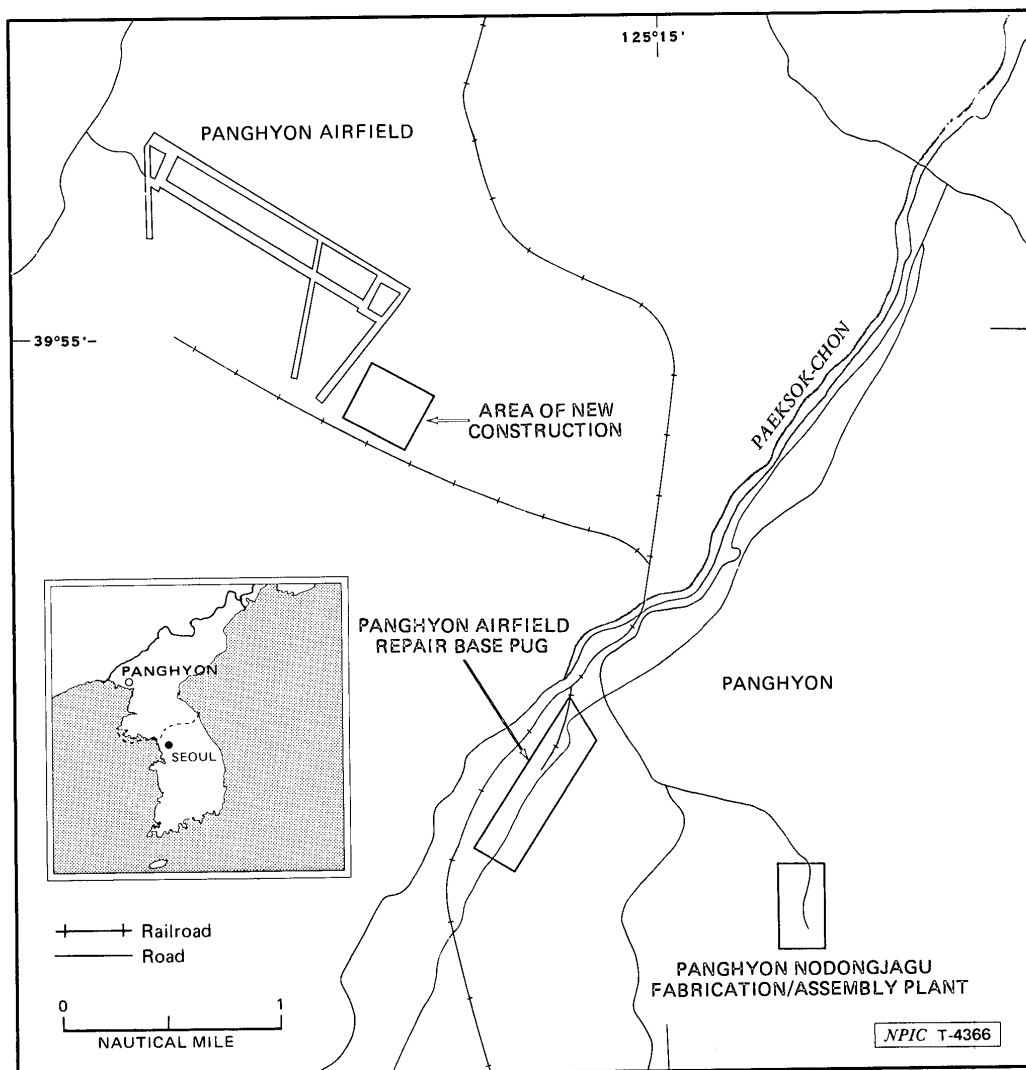


FIGURE 1. LOCATION OF NEW AIRCRAFT-RELATED CONSTRUCTION NEAR PANGHYON, NORTH KOREA

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## REFERENCES

## IMAGERY

(S/WN) All applicable satellite imagery acquired from December 1973 through March 1982 was used in the preparation of this report.

## MAPS OR CHARTS

DMATC. Series L752, Sheet 2825-1, scale 1:50,000 (UNCLASSIFIED)

## DOCUMENTS

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2. SSO Korea. *Live Rocketry by North Korean MI-2 (SS)*, 230100Z Jul 81 (SECRET [REDACTED])
3. DIA. DIADIN 204-2B, *North Korea: Helicopter Activity (U)*, 232329Z Jul 81 (SECRET [REDACTED])

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(S) Comments and queries regarding this report are welcome. They may be directed to [REDACTED] Asian Forces Division, Imagery Exploitation Group, NPIC, [REDACTED]

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